CHINATOWN

HANDBOOK OF PUBLIC IMPROVEMENTS

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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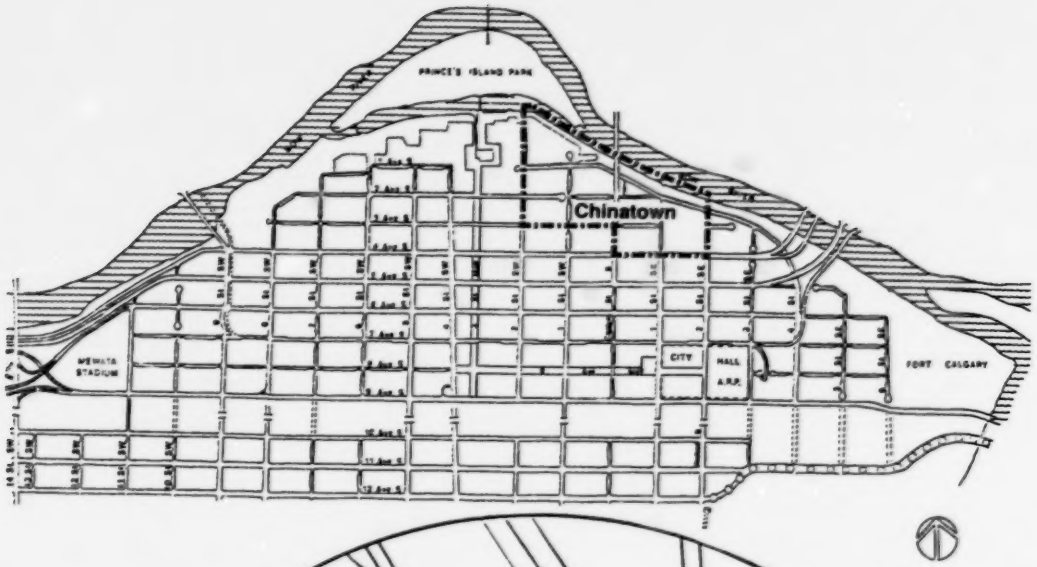
Chinatown Study Area



SUMMARY OF RECOMMENDATIONS

The following is a summary of the recommended "Action Plans" proposed for Chinatown in 1986.

TRANSPORTATION SYSTEMS

i. Parking Structure Feasibility Study

To determine the viability of a parking structure as a major initiative in addressing the parking problem in Chinatown, the City-owned parking lot located on 3rd Avenue South at 1st Street East, will be evaluated in a broader study of the northeastern portion of Downtown in the Fall of 1985. This study will be conducted and paid for by the Calgary Parking Authority.

ii. Use of Parking Facilities

As an ongoing activity the Chinatown Improvement Authority, in conjunction with the Planning & Building Department, should pursue all existing and future opportunities to secure public use of parking facilities, particularly those at the Federal Building. Negotiations are presently underway with the Federal Government regarding this matter.

PEDESTRIAN CIRCULATION

i. 3rd Avenue S.E. Project

3rd Avenue South, between Centre and 1st Street East, has been selected as the most appropriate location for the introduction of a major right-of-way improvement program in Chinatown. Concept plans have been prepared and reviewed by the owners. In 1985, detailed design work has been budgeted for $30,000. Actual construction of this improvement is included in the "Downtown Improvement Team Proposed Capital Projects - 1986".

- Estimated project cost - $533,185.
- Source of funding:
  - Engineering Department Program 212C.
  - Adjacent property owners.

ii. Riverbank Pedestrian Crossings

a. To improve safety and access between the Riverbank to and from Chinatown, an evaluation of the needs should be undertaken upon completion of the 2nd Avenue improvement project on the east side of Centre Street.

b. On the west side of Centre Street, a warrant study should be undertaken upon completion of the festival market or any other major development west of 2nd Street West, north of 4th Avenue South.

iii. Centre Street Bridge Underpass Completion

The construction of a short length of sidewalk will result in the completion of a pedestrian circuit under the Centre Street Bridge joining 2nd Avenue West with 2nd Avenue East.

- Estimated January 1985 cost $2,500.
- Potential Sources of Funding:

  - Off-Site Improvement Fund.
  - 1986 Engineering Department Budget.

iv. Intersection Lighting

Installation of a fully controlled intersection lighting system at 2nd Avenue South and Centre Street.

- Estimated January 1985 cost $100,000.
- Potential sources of funding:

  - Inclusion of additional funding to Transportation Department Budget.

v. Design Continuity

Civic Administration Departments should be instructed to ensure continuity, with similarly designed components and materials used in all public improvements in Chinatown.

OPEN SPACE AND RECREATION

i. Sien Lok Park

a. Introduction of pedestrian lighting throughout Sien Lok Park:

- Estimated cost $50,000.
- Source of funding:

  - Electric System streetlighting program (100).

b. Parks and Recreation Department will present a report and recommendations on user needs to City Council through the Chinatown Improvement Authority.

ii. Richfield Building Site

a. Interim use - continued management by the Land Department for private and community group use until December 1986. Demolition in 1987 followed by interim landscaping treatment:

- Estimated November 1985 cost $60,000.

b. Long-term use - to be developed as a component of the Riverbank open space system:

- Estimated June 1985 cost $1.25 million.
- Potential sources of funding:
  - Off-Site Improvement Fund
  - Private Donations
  - Parks/Recreation Department Budget
  - Community Sponsorship

iii. Chinese Cultural Centre

That the $175,000 already donated towards this Chinese Cultural Centre be maintained on an interest-bearing basis pending firm proposals for the development of such a centre from the community. That the site be used in the interim for car parking.

HUMAN SERVICES

i. Report on Proposed Course of Action

That the Social Services Department be instructed to bring forward a report and recommendations to Council outlining appropriate courses of action for Chinatown through the Community Services Committee.

Looking West Along 3 Avenue South East

Centre Street North of 4 Avenue South

Chinatown (centre) in Downtown Calgary

INTRODUCTION

I. PURPOSE

The "Chinatown Handbook of Public Improvements" is intended to:

a. illustrate and explain the rationale and organization of individual components and the quality of the public systems in Chinatown; and

b. provide a mechanism by which detailed improvements in those systems can be brought forward to City Council for approval on a yearly basis.

The "Chinatown Handbook of Public Improvements" will serve Chinatown in much the same manner as the "Downtown Handbook" presently addresses the needs of the broader Downtown area. This document has therefore been organized and formatted in a similar fashion.

II. ORGANIZATION

The "Handbook" is organized into two parts:

Public Systems

Under Public Systems, the purpose, components, and overall characteristics are established for each of the following:

- Transportation System
- Pedestrian Circulation
- Open Space and Recreation
- Human Services

Accompanying Action Plans specify priority physical improvements and program initiatives. In each subsequent year, priorities will be reviewed and items will be added and detailed.

The priority physical improvements are detailed, including cost estimates and potential sources of funding for each, to provide a basis for establishing capital and operating budgets in succeeding years. The cost information is only an estimate and will change in response to site-specific conditions and the completion of detailed design work.

Administrative Framework

The administrative framework establishes a process for translating recommendations for physical improvements into annual budgets and work program action.

III. PUBLIC SYSTEMS

The need for substantial upgrading of the public systems in Chinatown is as pressing today as it was in the early 1970's when the problem was identified in preparing the "Chinatown Design Brief". During the intervening years, Chinatown has witnessed a significant degree of improvement and redevelopment on private land; unfortunately, there has not been a corresponding improvement to the public systems which serve them.

There are two major components which constitute the public systems in Chinatown. Firstly, there is the physical inventory which includes parks, roads, sidewalks, transit infrastructure and public buildings. The second component is service-related and includes social programs for the elderly and recreational programs for residents. The plan identifies a broad range of initiatives related to both systems, some of which can be initiated in the near future while others will take a longer period to implement.

The major constraints to be dealt with, if an overall improvement to the public environment is to be realized in Chinatown, are the Bow River floodplain requirements and the substantial capital costs of replacing roads and sidewalks and relocating infrastructure. The Bow River Floodplain Guidelines are approved by City Council as specified in the "Calgary River Valleys Plan". As presently constituted, the guidelines require all new development in Chinatown to be constructed in such a manner that it anticipates the future carriageway and sidewalk will be built at a substantially higher elevation. At present, in the absence of an implementation strategy to achieve these new elevations, there is considerable uncertainty and, therefore, reluctance on the part of individual developers to invest in extensive sidewalk and roadway improvements. The experience of the past several years adequately demonstrates that a project by project approach will not yield the best result. In addition, an incremental approach is impractical in the future given the new standards for carriageways and sidewalks approved for Chinatown, which requires a substantially different alignment of the carriageway and sidewalk areas.

To implement public improvements of this nature in Chinatown the only practical solution is to reconstruct the roads and sidewalks to the new standards and in accordance with the floodplain guidelines. The option of building the new standards to the existing grades has been reviewed by the Engineering Department and the Planning & Building Department. The major problems identified with this option are related to cost-effectiveness and design constraints.

The additional cost of reconstructing in conformity with the floodplain guidelines will represent in the range of 10 to 15 percent of the total capital cost. The magnitude of the total capital cost is of an order that indicates the additional expenditure now as the more cost-effective approach. In addition, the new elevations will eliminate the need for the provision of extensive stair systems for pedestrian access to new development as well as an extensive retrofit of developments in the future. From the merchants' perspective, the elimination of the proliferation of stairs is a positive aspect for shopper convenience. In addition, the overall appearance of the streetscape will be measurably improved.

A. Transportation System

1. Objectives

   a. To provide access to, and mobility within, the Chinatown area for transit, vehicular and bicycle traffic.

   b. To delineate clearly the function and purpose of individual components in the road hierarchy with respect to local and necessary through traffic circulation.

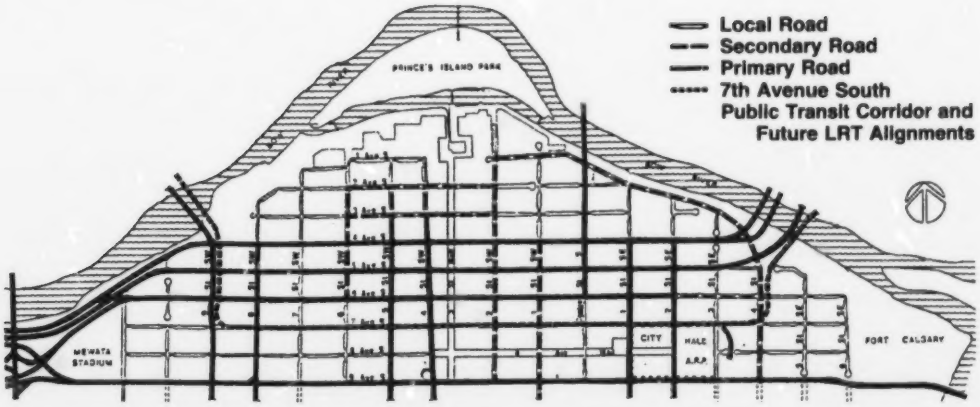
   c. To ensure the most efficient utilization of existing and future parking facilities.

   d. To provide an adequate supply of short-term parking.

2. Roadway Network

   In October of 1982, City Council approved the "Downtown Handbook of Public Improvements" which established a new road hierarchy for Downtown, including Chinatown. This new hierarchy provides the basic framework from which the entire public systems plan for Chinatown has evolved. The implementation of these new standards will result in a significant improvement to the existing road and sidewalk network within the community. It is anticipated that changes of this magnitude will take several years to complete. However, these major improvement programs should not preclude the concurrent ongoing implementation of other public or private improvements and developments.

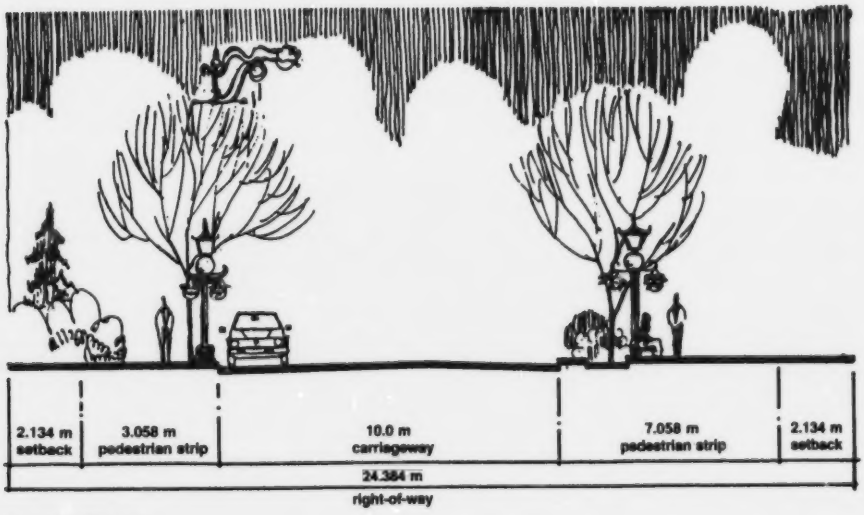
   Within Chinatown, the new road standards will include local roads, secondary roads and primary roads.



Roadway Network - Downtown

a. Local Roads

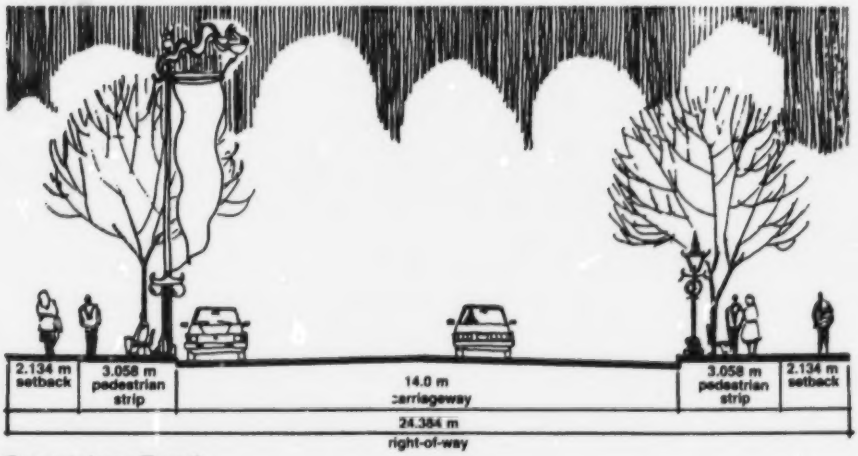
In Chinatown, the local road is intended to effect a substantial increase in the usable open space at grade as well as to accommodate the high pedestrian traffic within the area. Sidewalk widths vary to optimize sunlight conditions. On streets, the east side is the favoured location, in that it offers afternoon sun. On avenues, the north side is preferred because it is exposed to better sun conditions during most of the day.



Local Road

b. Secondary Roads (Riverbank Avenue)

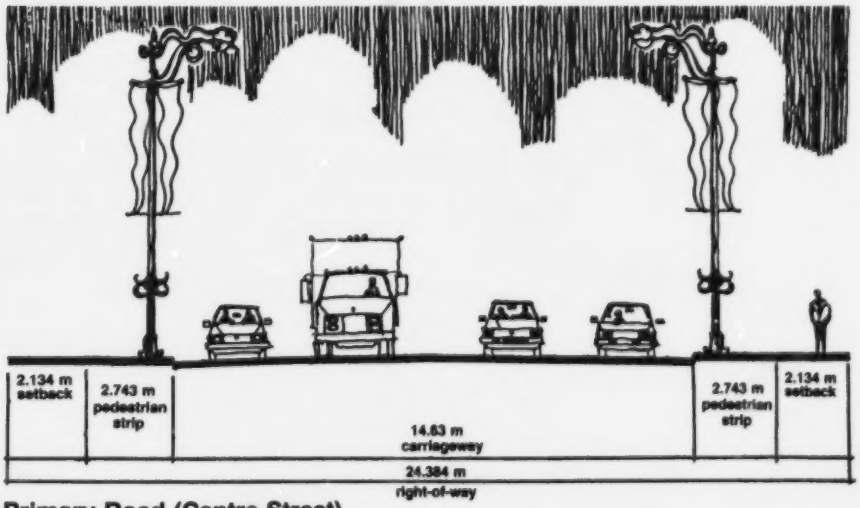
In Chinatown the secondary road along the Bow River will function as a distributor, channelling traffic from primary to local roads. The eastern portion of this road will be constructed to upgrad standards in 1985 between Centre Street and 3rd Street East.



Secondary Road

c. Primary Roads (Centre Street)

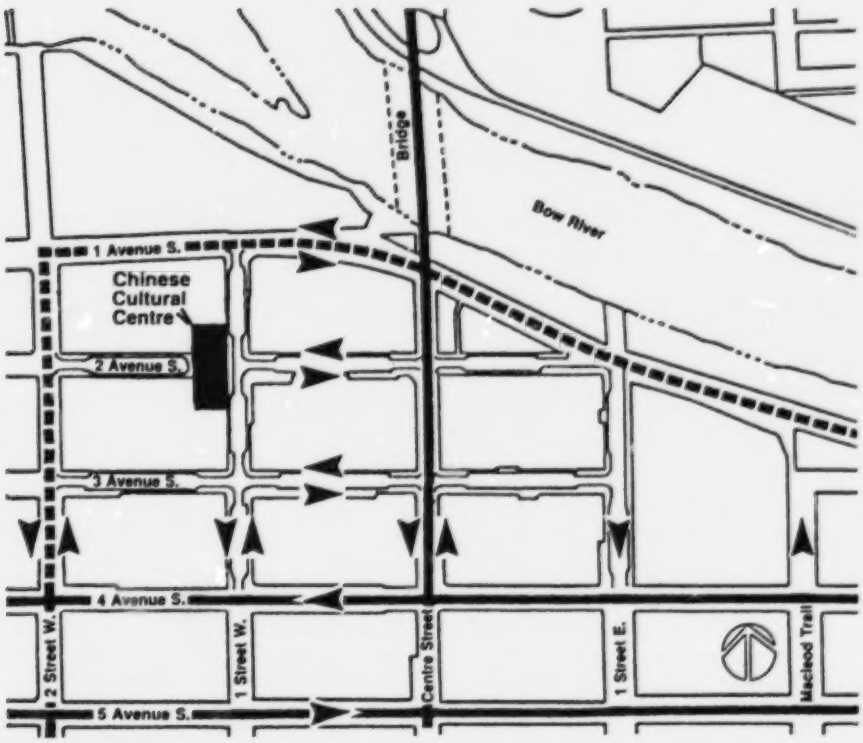
Primary roads are intended to accommodate the bulk of traffic destined for Downtown. As such, they are designed to accommodate vehicles rather than pedestrians. In Chinatown, Centre Street is the only road with a primary designation. The maximum carriageway for primary roads is 18.0 metres. However, in Chinatown it is not envisaged that Centre Street would be built to this standard as it would not align with the Centre Street bridge. In addition, it would severely restrict much needed pedestrian space on each side. The maximum realignment which may occur on Centre Street is illustrated below. At present Centre Street is the only primary road with two way traffic within the Downtown.



Primary Road (Centre Street)

d. Circulation System

This map shows the existing circulation system with the closure of 2nd Avenue West. No other changes are proposed in the circulation system in Chinatown. This closure will not be effective until development occurs on the noted Cultural Centre park site. This closure was approved in principle in conjunction with the redesignation of the Eau Claire Estates and Canadian Superior properties in June of 1984 and received final approval from Council on May 13, 1985. This land is to be consolidated with the adjacent lands to form the future Cultural Centre site. The situation should be monitored with the introduction of new road standards and future development west of 2nd Street West.



Circulation System

e. Parking

The overriding objective with respect to parking in Chinatown is to increase the supply of short-term parking. Ideally, this parking should be concentrated in a prominent, readily accessible parking structure. It is important that all existing parking facilities adjacent to and within Chinatown such as the Federal Building be exploited for weekend and evening use.

Parking Lot At 1 Street East and 3 Avenue South.

ACTION PLAN

i. Parking Structure Feasibility Study

To determine the viability of a parking structure as a major initiative in addressing the parking problem in Chinatown, the City-owned parking lot located on 3rd Avenue South at 1st Street East will be evaluated in a broader study of the northeastern portion of Downtown in the Fall of 1985. This study will be conducted and paid for by the Calgary Parking Authority.

ii. Use of Parking Facilities

As an ongoing activity, the Chinatown Improvement Authority, in conjunction with the Planning & Building Department, should pursue all existing and future opportunities to secure public use of parking facilities, particularly those at the Federal Building. Negotiations are presently underway with the Federal Government regarding this matter.

B. Pedestrian Circulation

1. Objectives

   a. To create an attractive pedestrian environment which:

      - has sidewalks of sufficient size and appropriate design to accommodate the pedestrian volumes attracted to the adjacent commercial and residential uses;
      - is physically and psychologically comfortable and safe;
      - fosters a distinctive unified identity in Chinatown.

   b. To improve and facilitate pedestrian movement:

      - across Centre Street in the short-term and long-term;
      - to and along the Riverbank adjacent to Chinatown.

2. Pedestrian Areas

   Throughout the Chinatown community, the opportunity exists to substantially improve pedestrian areas through the introduction and implementation of the local road standard. The majority of the additional pedestrian space will result from the elimination of some on-street parking. The improvement proposed for 3rd Avenue represents the first step in a process that will ultimately result in a complete rebuilding of the roads and sidewalks throughout Chinatown.

ACTION PLAN

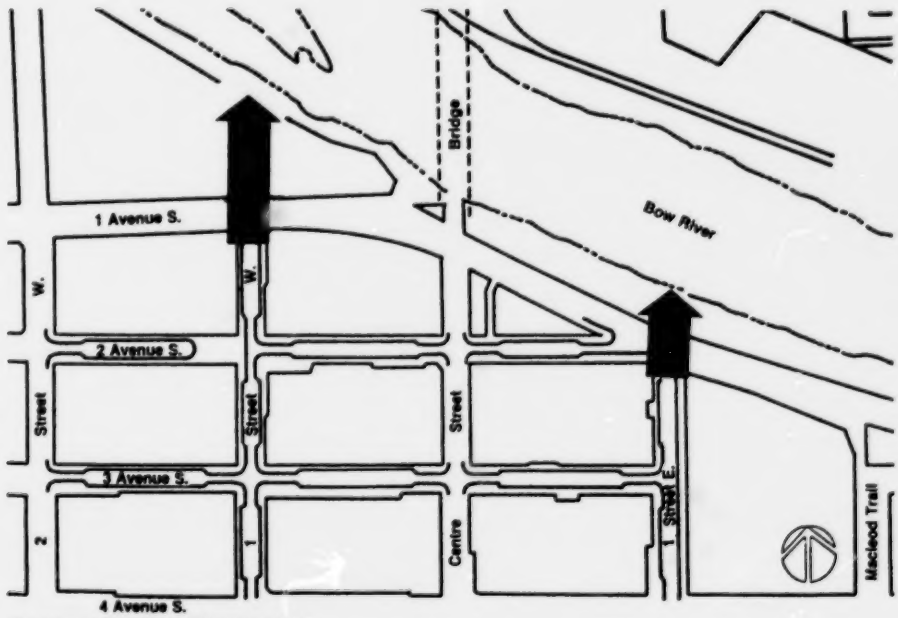
i. 3rd Avenue S.E. Project

3rd Avenue, between Centre and 1st Street East, has been selected as the most appropriate location for the introduction of a major right-of-way improvement program in Chinatown. Concept plans have been prepared and reviewed by the owners. In 1985, detailed design work has been budgeted for $30,000. Actual construction of this improvement is included in the "Downtown Improvement Team Proposed Capital Projects - 1986".

- **Estimated project cost $533,185.**
- **Source of Funding:**
  - **Engineering Department Program 212C.**
  - **Adjacent property owners.**

3. Access to the Riverbank

At present, there exists one designated pedestrian crossing location from Chinatown to the Riverbank. It is intended that the riverbank roadway improvement project under construction in 1985, east of Centre Street along 2nd Avenue, may include a crosswalk at 1st Street East. On the west side of Centre Street, enlarged pedestrian crossing signs have been installed at 1st Street West to accommodate pedestrian movement to and from Chinatown and the Riverbank.



Access To The Riverbank

ACTION PLAN

ii. Riverbank Pedestrian Crossings

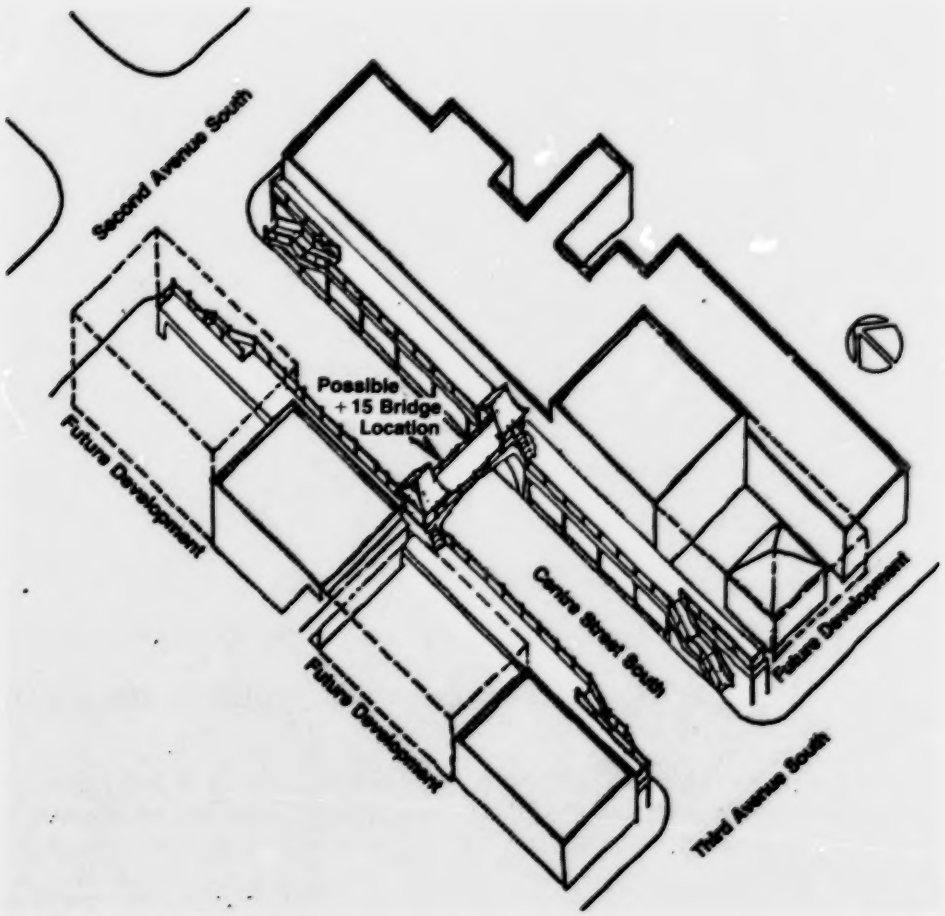
a. To improve safety and access between the Riverbank to and from Chinatown an evaluation of the needs should be undertaken upon completion of the 2nd Avenue improvement project on the east side of Centre Street.

b. On the west side of Centre Street a warrant study of controlled crossings should be undertaken upon completion of the festival market or any other major development north of 4th Avenue.

4. Centre Street

The constraint Centre Street poses with respect to inhibiting pedestrian movement between the western and eastern portions of Chinatown does not readily lend itself to any singular remedy. The installation of a +15 bridge between 2nd and 3rd Avenues has long been considered an obvious solution to this problem. After a careful examination of the situation on Centre Street the Planning & Building Department is reluctant to advocate this as the most feasible solution.

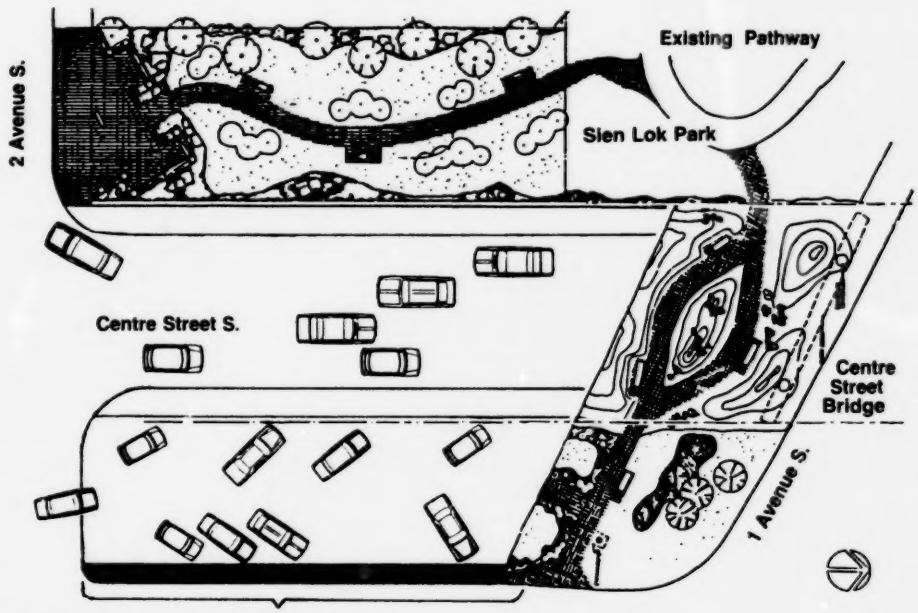
The illustration below demonstrates how a +15 bridge might be introduced as one element in a scheme which addresses circulation requirements as well as enhancing the viability of commercial space at the +15 level. Although it is not inconceivable that such a system could be constructed, the multiple ownership, cost and space constraints would be formidable. Accordingly, an alternative series of actions are proposed which will address this problem in a much shorter time-frame.



+15 Level Solution Concept

a. Centre Street Underpass

During the Summer and Fall of 1984 a Federally-funded community-sponsored improvement project was undertaken in Chinatown. The improvement plan included new bus shelters on Centre Street as well as the conversion of an existing parking lot on 2nd Avenue S.W. to open space with a continuous pathway under the Centre Street Bridge as shown. To complete this route it will be necessary to devote a small portion of the adjacent roadway to a pedestrian sidewalk as shown.



Proposed Pathway Extension

ACTION PLAN

iii. Centre Street Bridge Underpass Completion

The construction of a short length of sidewalk will result in the completion of a pedestrian circuit under the Centre Street Bridge joining 2nd Avenue West with 2nd Avenue East.

- **Estimated January 1985 cost $2,500.**
- **Potential sources of funding:**
  - **Off-Site Improvement Fund.**
  - **1986 Engineering Department Budget.**

b. Second Avenue Controlled Crossing

At the request of the Chinatown community the Planning & Building Department, in conjunction with the Transportation Department, reviewed the merits of a pedestrian controlled crossing at 2nd Avenue and Centre Street. Both Departments have concluded that due to the volume and speed of traffic at this location the proposal was not viable.

The Planning & Building Department then requested an analysis of the installation of a fully controlled intersection at this location. A pedestrian and vehicle count was completed in January 1985. Analysis indicates a traffic signal warrant value below the minimum threshold that would justify such a facility. The majority of warrant points scored resulted from accidents caused by illegal left hand turns and through crossings of Centre Street.

However, in assessing this situation, the Transportation Department has indicated that other factors should be taken into account for possible budget consideration to install a signal. Access to and egress from the surrounding area would be enhanced, and traffic circulation within Chinatown would be improved. Pedestrian flow and safety within Chinatown would be improved with an additional signalized crossing of Centre Street. The Planning & Building Department is therefore recommending the installation of this facility as an exception to the warrant policy requiring a specific budget allocation.

ACTION PLAN

iv. Intersection Lighting

Installation of a fully controlled intersection lighting system at 2nd Avenue South and Centre Street.

- **Estimated January 1985 cost $100,000.**
- **Potential sources of funding:**
  - Inclusion of additional funding to Transportation Department Budget.

5. Common Elements

In Chinatown, virtually all those features which collectively create a streetscape lend themselves to a strong impression of the character of this unique area.

Archway Entrance To Sien Lok Park and Pathway Under Centre Street Bridge

a. Paving Materials

All sidewalks should incorporate paving materials and designs consistent with an overall Chinese theme. Materials should be of high quality, readily maintained and capable of withstanding heavy use.

b. Planting

The extent of the local road system in Chinatown creates an opportunity for the introduction of extensive planting with a variety of materials.

c. Lighting

Special attention should be given in the development of the street lighting system in Chinatown for functional as well as aesthetic purposes. Pedestrian level lighting should therefore be considered appropriate along primary and secondary roads as well as local roads.

d. Seating

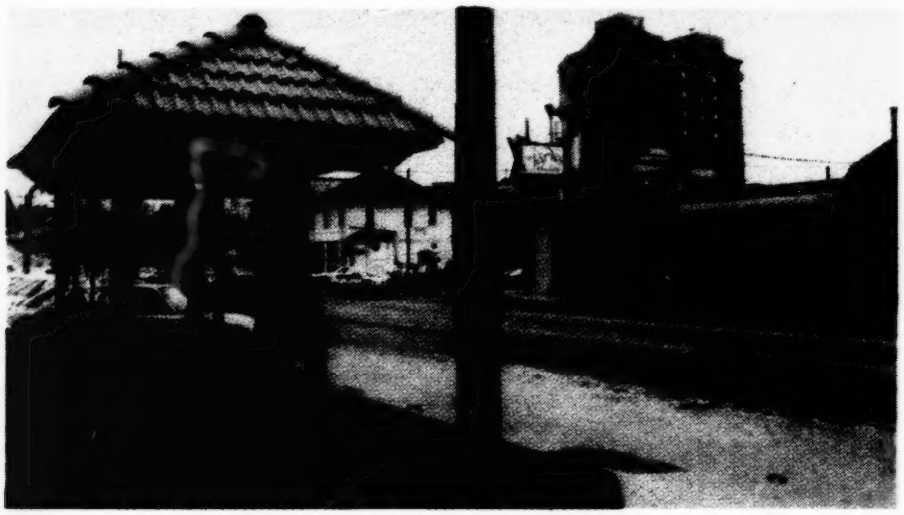
The materials, style and quality of seating should be consistent throughout the community.

e. Information

Bilingual information kiosks should be provided in suitable locations for public as well as community use. In keeping with this objective the Planning & Building Department in conjunction with the Transportation Department will have been installing bilingual street signs in Chinatown in the Fall of 1985.

f. Shelters

Bus shelters should reflect the character and theme of the community.



Bus Shelter On Centre Street Between 3 Avenue South and 4 Avenue South

g. Utility Elements

Elements such as traffic signals, waste receptacles and display cases should be consistent throughout the Chinatown area.

h. Adaptability

While the furniture system needs to reflect permanence and stability, it should also be adaptable in terms of celebrating special events and changing seasonally. This requirement would involve the provision of places to hang banners and flower baskets, to accommodate Christmas lights, etc.

ACTION PLAN

v. Design Continuity

Civic Administration Departments should be instructed to ensure continuity with similarly designed components and materials used in all public improvements in Chinatown.

C. Open Space and Recreation

1. Objectives

   a. To ensure that existing and future open spaces fulfill community needs.

   b. To provide a variety of open spaces including passive restful areas as well as active recreational facilities available to the public on both public and private lands.

   c. To enhance the Riverbank open space system with the addition of special features suited to Chinatown.

2. Context

   Within Chinatown today, Sien Lok Park constitutes the only major public open space. Other opportunities exist adjacent to the Riverbank which will greatly enhance the variety of available open space for the community, as well as the citizens of Calgary at large.

   In the Summer of 1984, the Parks and Recreation Department undertook a "Downtown Residents Recreation Survey" to identify user patterns and needs. Due to funding limitations, this study did not deal with Chinatown in a comprehensive manner and therefore the need for much more detailed information remained.

   The Parks and Recreation Department has now completed an extensive user needs survey in Chinatown. The findings of this study will be forwarded by City Council through the Chinatown Improvement Authority for consideration of future improvement projects.

3. Sien Lok Park

   Located south of 1st Avenue South between Centre Street and 1st Street West, Sien Lok Park was developed in accordance with the recommendations of the "Chinatown Design Brief". The Park is extensively landscaped with many very large mature trees, covering an area of approximately 2 acres. The major physical shortcoming of the park at present is the absence of a proper lighting system. The following "Action Plan"is included in the "Downtown Improvement Team Proposed Capital Projects - 1986."

View of Sien Lok Park From 1 Avenue South

ACTION PLAN

i. Sien Lok Park

a. Introduction of pedestrian lighting throughout Sien Lok Park:

- **Estimated cost $50,000.**
- **Source of Funding:**
  - Electric System streetlighting program (100).

b. Parks and Recreation Department shall present a report and recommendations on user needs to City Council through the Chinatown Improvement Authority.

4. Riverbank Promenade

Council policy in the "Downtown Handbook of Public Improvements" and the "Core Area Policy Brief" for the Riverbank area west of Centre Street, envisages the introduction of a much more urban treatment of the Riverbank pathway linking Centre Street with Barclay (3rd Street) Mall. Retail and entertainment uses are encouraged to locate adjacent to this promenade. The redevelopment of a festival market on the Bus Barns Site will serve to enliven an area with unique and diverse potential.

The City-owned Richfield site constitutes a key element in the overall Riverbank promenade scheme. The site was acquired in 1980 with the express intent that it be incorporated into the Riverbank pathway system. Situated adjacent to Centre Street and the Riverbank, it will provide the first impression of this area for many people.

At present, space within the Richfield Building is leased to a variety of tenants. Several non-profit organizations within the Chinatown community are presently utilizing this building. Ultimately, the proposed Chinese Cultural Centre located at 2nd Avenue South and 1st Street West can provide a permanent home for these organizations; however, at present this building fulfills an important community need. The two areas of concern which do exist with the continued use of this building are related to the physical condition of the building as well as any future delays it may pose in the implementation of the proposed ultimate use of the site. Accordingly, the Planning & Building Department in consultation with the community and some of the affected tenants have agreed that the use of this building should not extend beyond December of 1986. The building should then be demolished and an interim landscaping treatment should be provided.

In developing a proposal for the long-term use of this site the Planning & Building Department and the community considered several alternatives. In the long term this site will be developed as a component of the overall Riverbank open space system, possibly in a theme park such as a Chinese Ornamental Garden designed in such a way to not only provide a unique feature in the Riverbank context, but also represent an important gateway between the Riverbank and Chinatown. Development of this space will involve the Chinese Community, and other groups interested in developing Calgary's Riverbank open space system.

Riverbank Pathway Looking West To Centre Street

ACTION PLAN

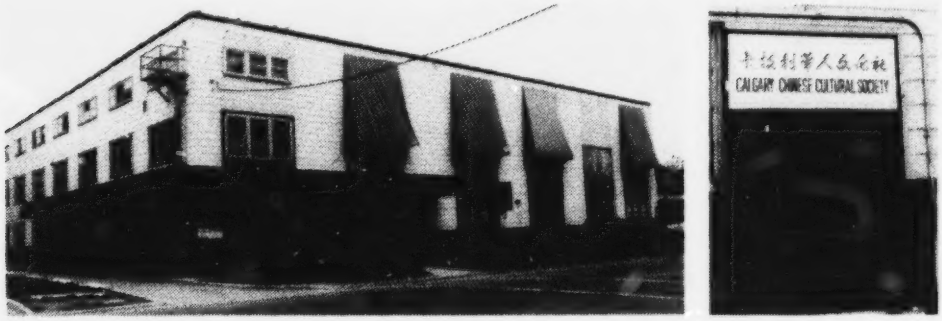
ii. Richfield Building Site

a. Interim use - continued management by the Land Department for private and community group use until December 1986. Demolition in 1987 followed by interim landscaping treatment.

- **Estimated November 1985 cost - $60,000.**

b. Long-term use - to be developed as a component of the Riverbank open space system

- **Estimated June 1985 cost $1.25 million.**
- **Potential sources of funding:**
  - **Off-Site Improvement Fund**
  - **Private Donations**
  - **Parks/Recreation Department**
  - **Community Sponsorship.**



Richfield Building

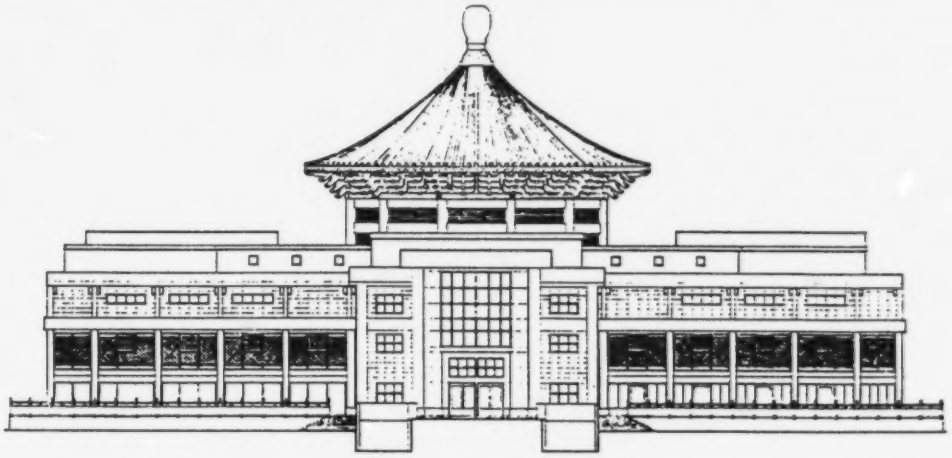
5. Chinese Cultural Centre

In June of 1984, the idea of a Chinese Cultural Centre came one step closer to becoming a reality. A site at 1st Street West and 2nd Avenue South was acquired along with an initial contribution of $175,000. It is intended that this facility will provide a focus for the majority of cultural and community activity in the future.

This facility will provide much needed space for the many service and volunteer agencies within the community as well as a permanent home for Chinese language instruction schools.

Plans for the Centre are still at a very preliminary stage; however, it is intended that not only the building should reflect a uniquely Chinese character, but also the grounds surrounding it.

Chinese Cultural Centre Site Location



Chinese Cultural Centre - East Elevation Concept Drawing

ACTION PLAN

iii. Chinese Cultural Centre

That the $175,000 already donated towards this Chinese Cultural Centre be maintained on an interest-bearing basis pending firm proposals for the development of such a centre from the community. That the site be used in the interim for car parking.

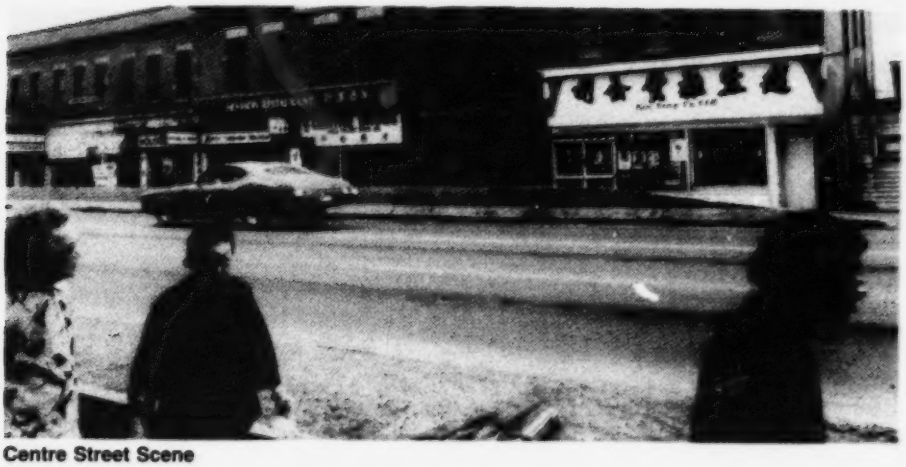
D. Human Services

1. Background

During the Area Redevelopment Plan information-gathering process it became evident that some residents of Chinatown, especially the seniors, had unmet needs that could not be addressed through the physical planning process. The Planning & Building Department contacted the City Social Services Department regarding this observation. The Social Services Department agreed to participate in a "needs assessment" in Chinatown. This assessment was conducted in collaboration with the Parks and Recreation Department.

2. Conclusions

The study supports the Planning & Building Department's perception that people, especially seniors, residing in Chinatown had social service needs that were currently not being addressed. The reason many of these needs are unmet seems to result from two factors. These are a lack of knowledge regarding general services available to seniors in Calgary and an inability to access these services because of cultural barriers.



Centre Street Scene

ACTION PLAN

i. Report on Proposed Course of Action

That the Social Services Department be instructed to bring forward a report and recommendations to Council outlining appropriate courses of action for Chinatown through the Community Services Committee.

IV. ADMINISTRATIVE FRAMEWORK

To ensure that the proposals contained in this "Handbook" can be realized, an implementation mechanism is necessary. The following administrative framework has been organized to facilitate the ongoing development of public improvements in Chinatown.

A. Council should establish the Chinatown Improvement Authority through the annual nomination process with the following members:

The Mayor
The Two Ward Aldermen representing Chinatown
Two Representatives of Chinatown Community Groups
Two Representatives from the Chinatown Business Sector

B. The public systems identified in the "Chinatown Area Redevelopment Plan" and elaborated on in this document are approved in principle and Council is requested to instruct that:

1. The appropriate Departments bring forward to Council a budget for each item as detailed in the "Chinatown Handbook of Public Improvements" within future Capital and Operating Budgets.

2. Direct the Planning & Building Department to:

   a. identify priorities among the remaining improvements related to the Public Systems in the Plan on an annual basis in response to conditions in the area and bring a recommendation to Council through the "Chinatown Improvement Authority";

   b. develop more detailed plans of these Public Systems described in the "Chinatown Handbook of Public Improvements" such that they may be brought forward to Council under point B.1 above.